BookletChart™

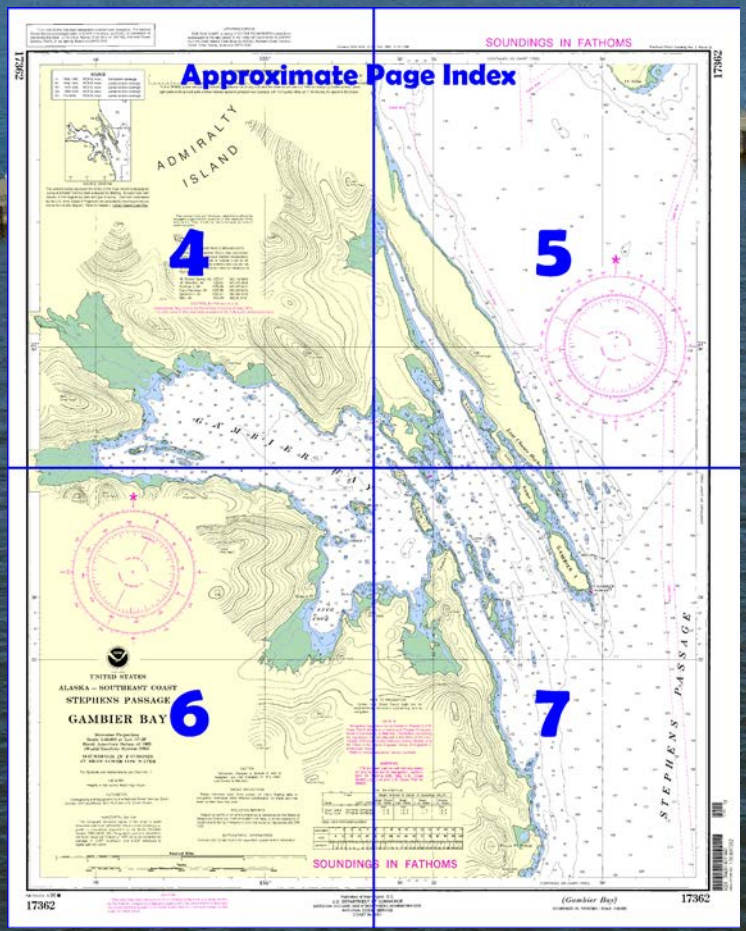
Stephens Passage – Gambier Bay

NOAA Chart 17362

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

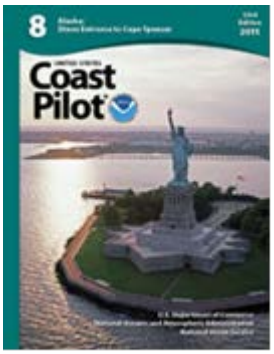
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17362.

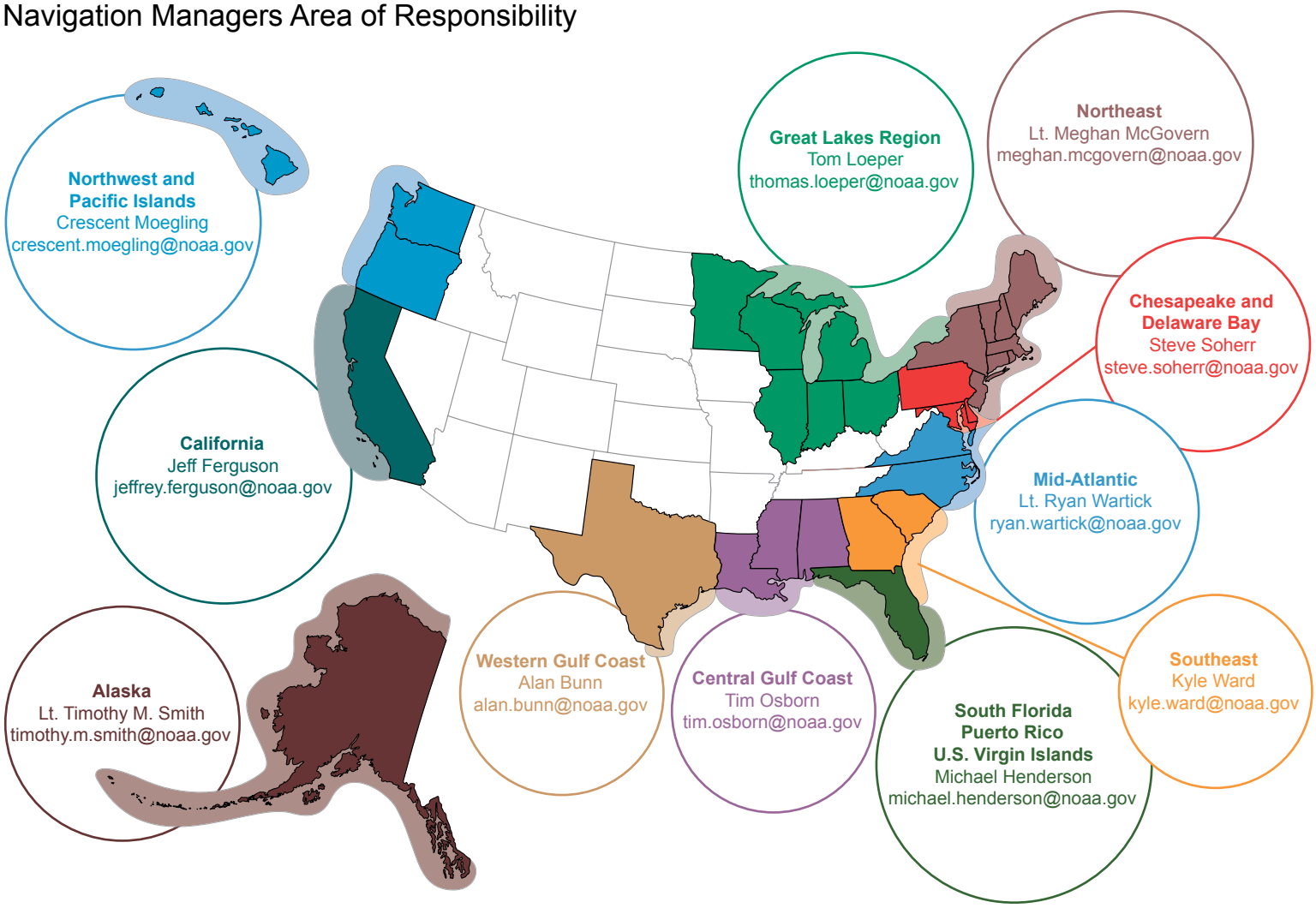


(Selected Excerpts from Coast Pilot)
Gambier Bay has its entrance on the W side of Stephens Passage, about 8 miles N of The Brothers (chart 17360). There are numerous islands and ledges in the entrance, but with the aid of the chart it can readily be entered in the daytime.
Point Gambier, NE point at the entrance to Gambier Bay and the SE end of Gambier Island is marked by **Point Gambier Light** (57°26'08"N., 133°50'27"W.), 38 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark.
The bay is irregular in shape and is divided into two parts by a chain of narrow islands and reefs. The outer bay, which extends from Point Gambier about 7 miles in a NNW direction, is about 1.7 miles wide at the entrance; its N end is an inlet that affords anchorage in 15 to 20 fathoms, soft bottom. Anchorage in 6 to 17 fathoms, mud bottom, can be had N of **Good Island**. It can be approached without difficulty, but care should be taken to avoid the foul ground that extends off the NW point of Good Island.
Romp Island is about 0.4 mile NW of Gambier Island with ledges between.
The chain of islands and reefs, including Chapel Island and Price Island, paralleling Gain Island and the mainland at Church Point divides the outer part of the bay into two passages. In navigating the passage west of this chain care should be taken to avoid the bare rocks, that extend 165 yards out from the point, 0.5 mile SSE of **Church Point**.
Currents have a velocity of about 3 knots in the passage between Church Point and Gain Island, and some swirls occur around the ledges E and N of Gain Island.
Price Island is 680 yards from the W shore of the outer bay. A rocky shoal with a least depth of 5 fathoms is about 1 mile SE from the S end of Price Island, with deep water between it and the ledges, that have a number of bare heads, that extend 0.6 mile SE of the island. A large, conspicuous, gray boulder on the S ledge is a good landmark.
Chapel Island, small in extent, is about 0.8 mile N of Price Island. A rock that bares 1 foot is about 0.4 mile E of Chapel Island. Ledges extend about 0.9 mile NW from the NW point of Chapel Island to a channel about 450 yards wide. The reef on the NW side of this channel is marked by **Gambier Bay Entrance Light 2** (57°27'54"N., 133°55'13"W.), 16 feet above the water and skeleton tower with a red triangular daymark.
Tree Island appears as a clump of trees just N of **Gain Island**. At low water Tree Island appears at the end of a spit off Gain Island; in reality it is a part of Gain Island. About 0.3 mile NW of Tree Island is a much larger unnamed island, which is wooded. Two pinnacle rocks, covered 2½ and 2 fathoms, are 0.4 mile and 0.6 mile, respectively, NW of the unnamed island. Once past these rocks, the inner bay is relatively clear. Anchorage, with good protection from all but SW winds, is in the bight about 1.4 miles NNW of Gain Island, in about 11 fathoms with sand and mud bottom.
Snug Cove, on the S side of the inner bay about 2 miles WSW of Church Point, has anchorage in 15 to 20 fathoms, soft bottom. Small craft find good protection here in 4 to 7 fathoms. Large vessels reach the cove by way of the channel close E of Church Point, Gain Island, and the unnamed island to the NW; two charted rocks are about 500 yards NNW of the unnamed island with a shoal of 8.9 fathoms between the south rock and the NNW end of the unnamed island. A S course can then be laid to pass about midway between the unnamed island and Muse Island, 0.7 mile to the SW. Only small boats can navigate the passage between Church Point and Gain Island because of the rocks.
The preceding paragraphs have pointed out the channels into Gambier Bay and the dangers to be avoided. Specific courses would be of little help and could be confusing. The navigator should pay close attention to the chart.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

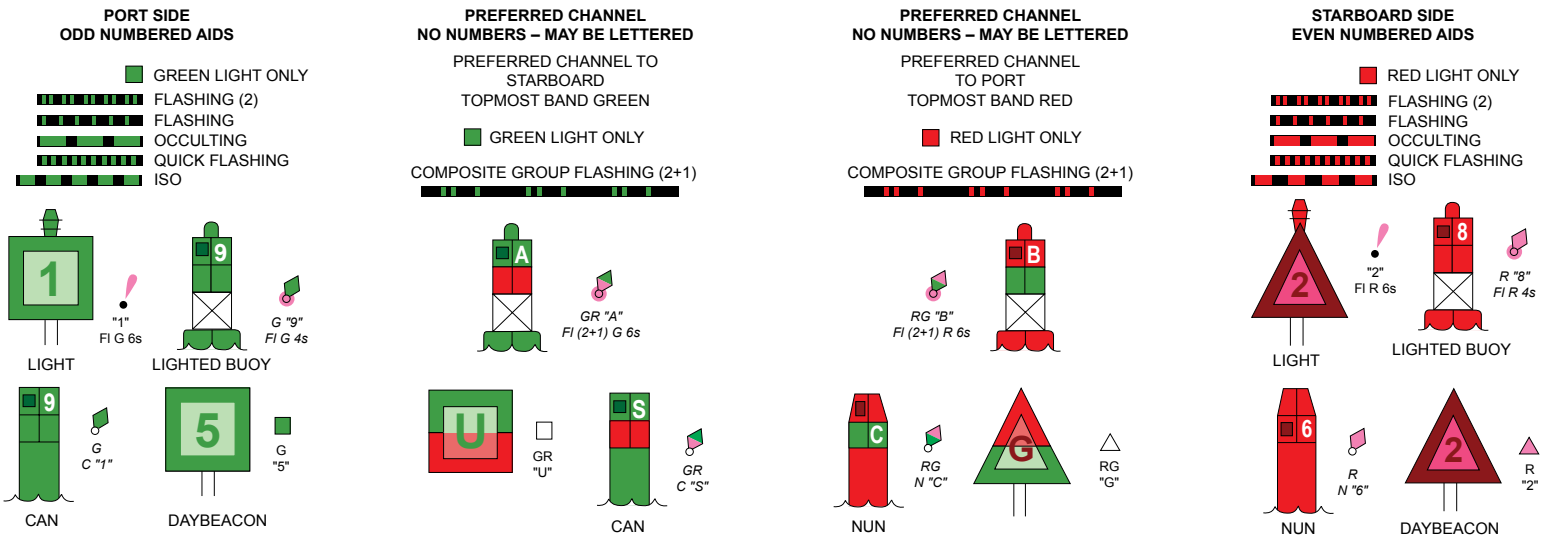


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

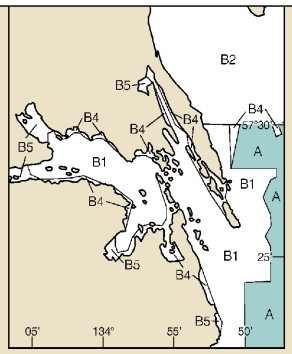
Formerly C&GS 8224, 1st Ed

17362

05'

134°

SOURCE			
A	1990-1995	NOS Surveys	full bottom coverage
B1	1990-1995	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ADMIRALTY ISLAND

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

The contour lines are hillshapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.287" southward and 6.259" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

57° 30'

GAMBIER

Joins page 6

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

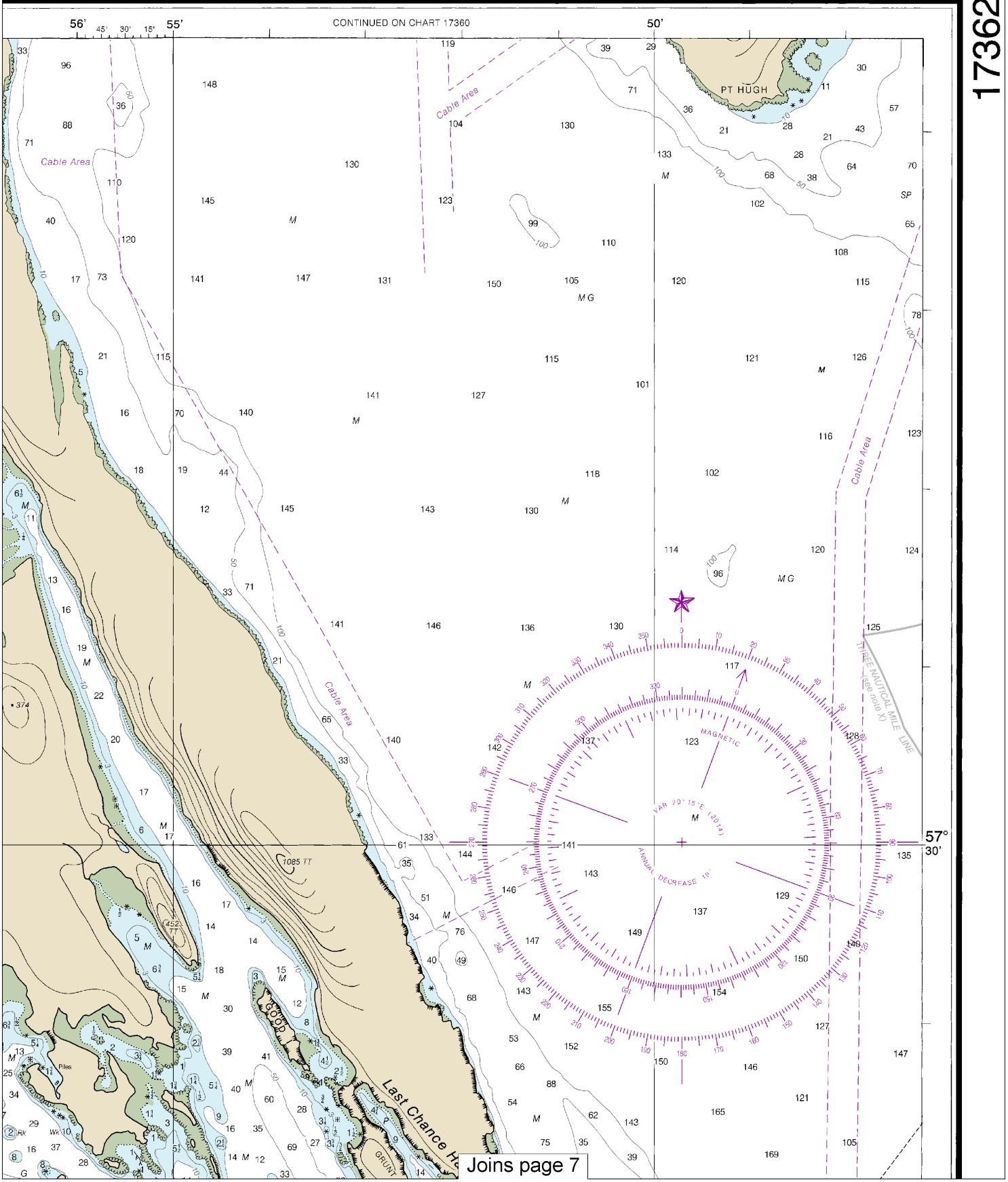
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

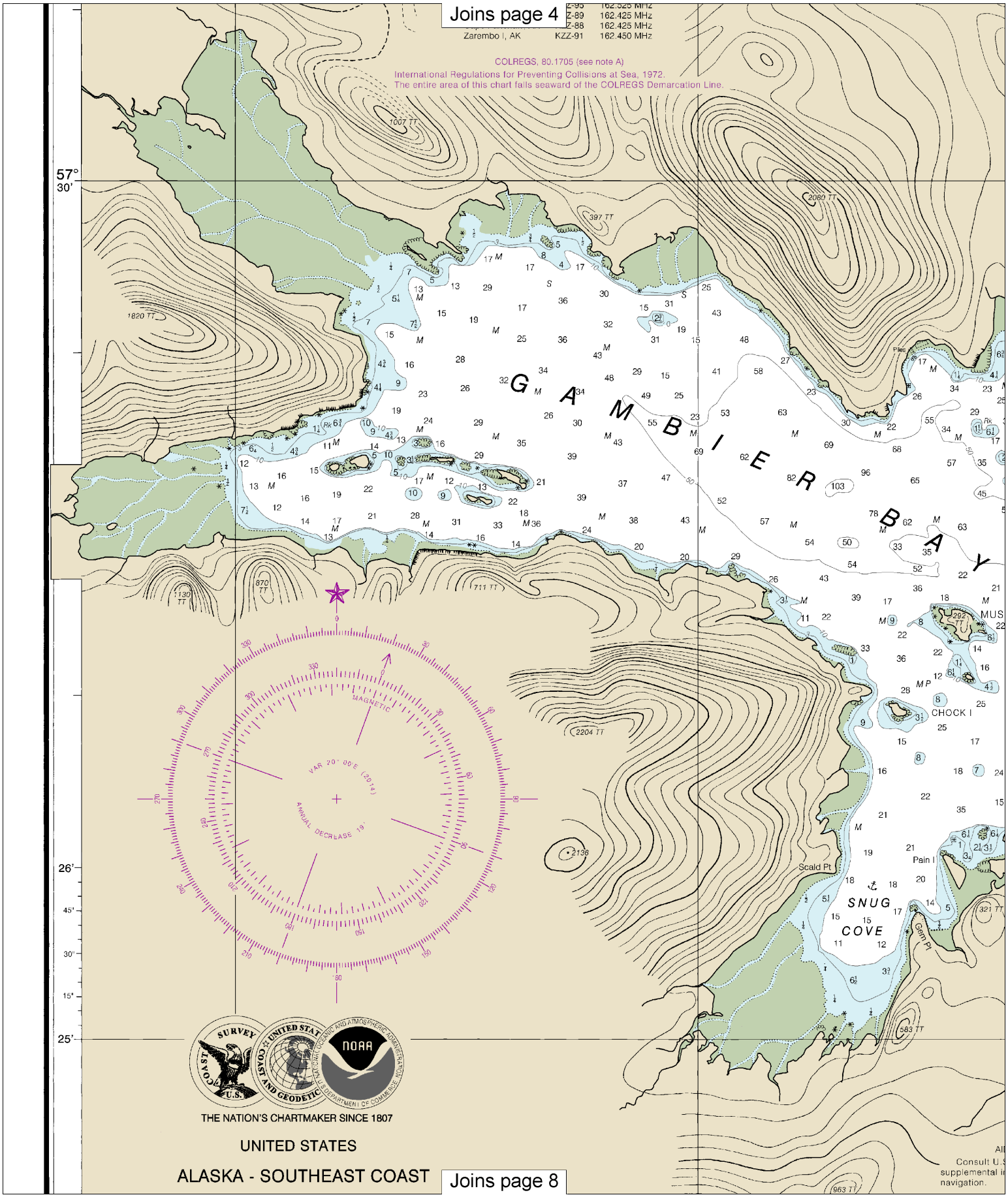
See Note on page 5.

SOUNDINGS IN FATHOMS

17362



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

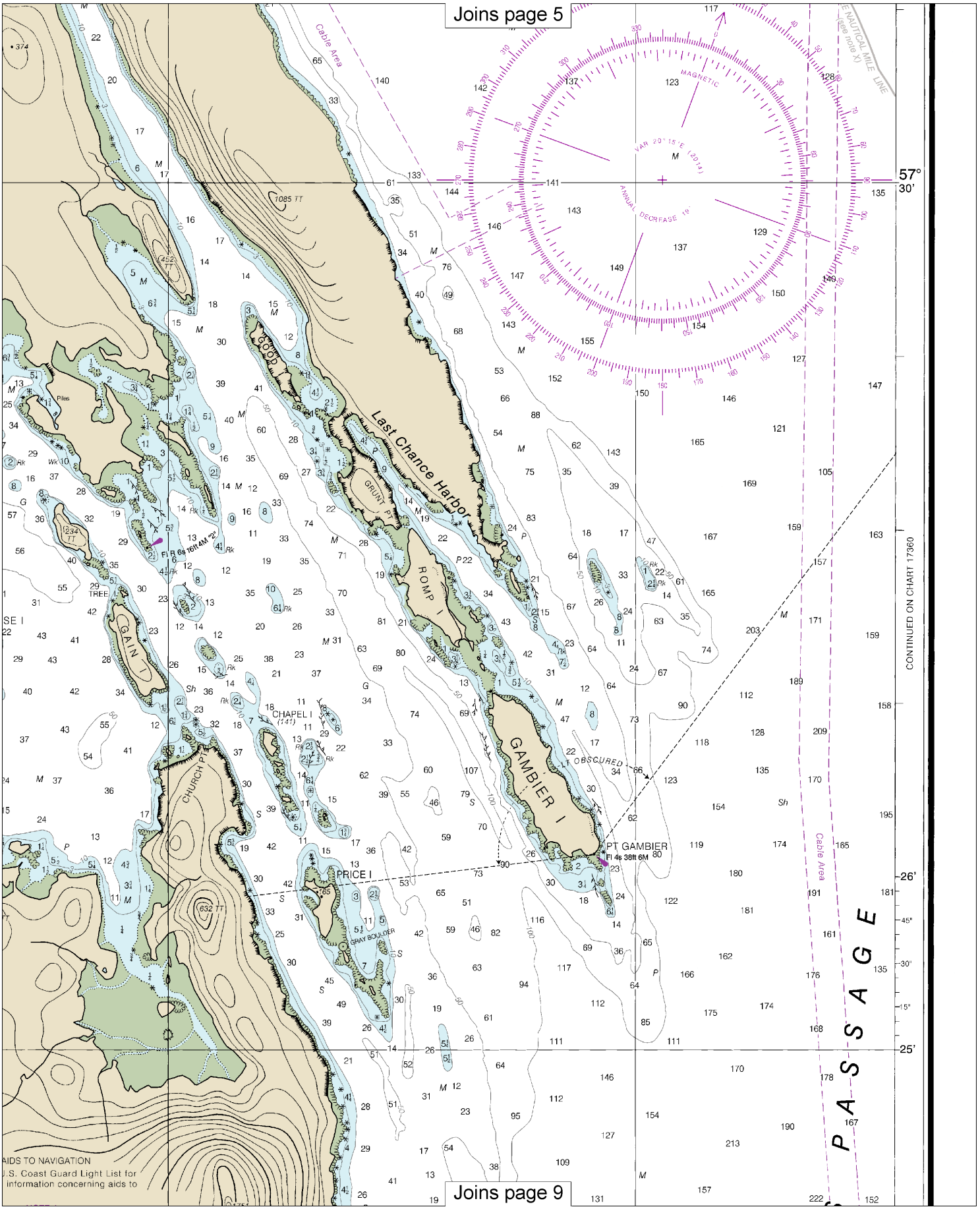
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

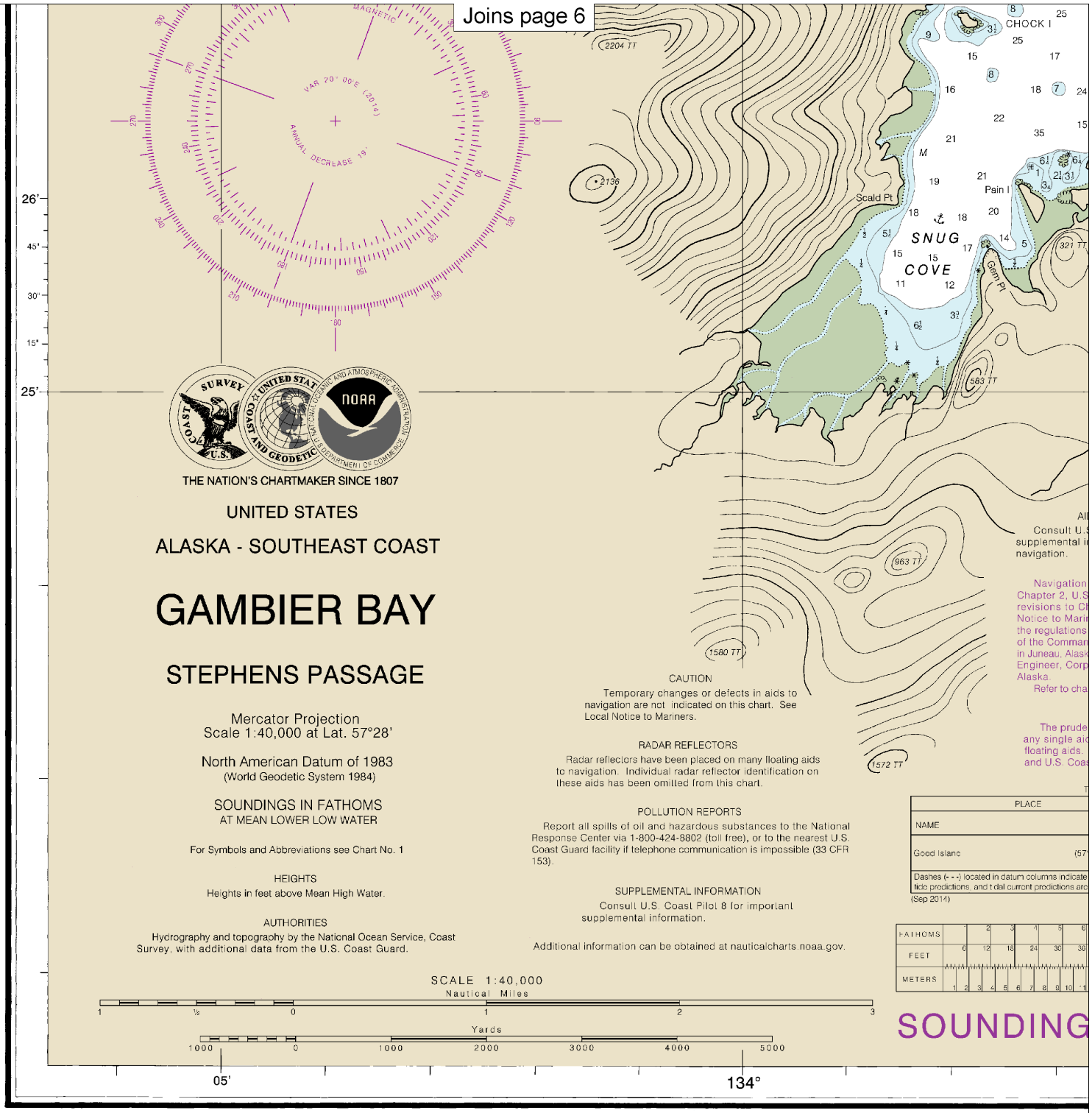
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Cable Area
1 NAUTICAL MILE LINE (see note X)
MAGNETIC
VAR 20° 15'E (2014)
ANNUAL DECREASE 19'
57° 30'
Last Chance Harbor
GRUNT PT
ROMP I
GAMBIER I
OBSCURED
PT GAMBIER
Fl 4s 38ft 6M
CHAPEL I (141)
CHURCH PT
PRICE I
GRAY BOULDER
GAIN I
TREE I
SE I
1085 TT
452 TT
234 TT
632 TT
Piles
Fl R 6s 16ft 4M
CONTINUED ON CHART 17360
PASSAGE
26'
25'
AIDS TO NAVIGATION
U.S. Coast Guard Light List for information concerning aids to
Joins page 9

7

Joins page 6



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

GAMBIER BAY

STEPHENS PASSAGE

Mercator Projection
Scale 1:40,000 at Lat. 57°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

All
Consult U.S
supplemental in
navigation.

Navigation
Chapter 2, U.S
revisions to Ch
Notice to Mari
the regulations
of the Comman
in Juneau, Alask
Engineer, Corp
Alaska.
Refer to cha

The prude
any single aid
floating aids.
and U.S. Coas

PLACE	
NAME	
Good Island	(57

Dashes (- - -) located in datum columns indicate
tide predictions, and tidal current predictions are

(Sep 2014)

FATHOMS 1 2 3 4 5 6
FEET 0 6 12 18 24 30 36
METERS 1 2 3 4 5 6 7 8 9 10 11

SCALE 1:40,000
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

SOUNDING

11th Ed., Nov. 2014

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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

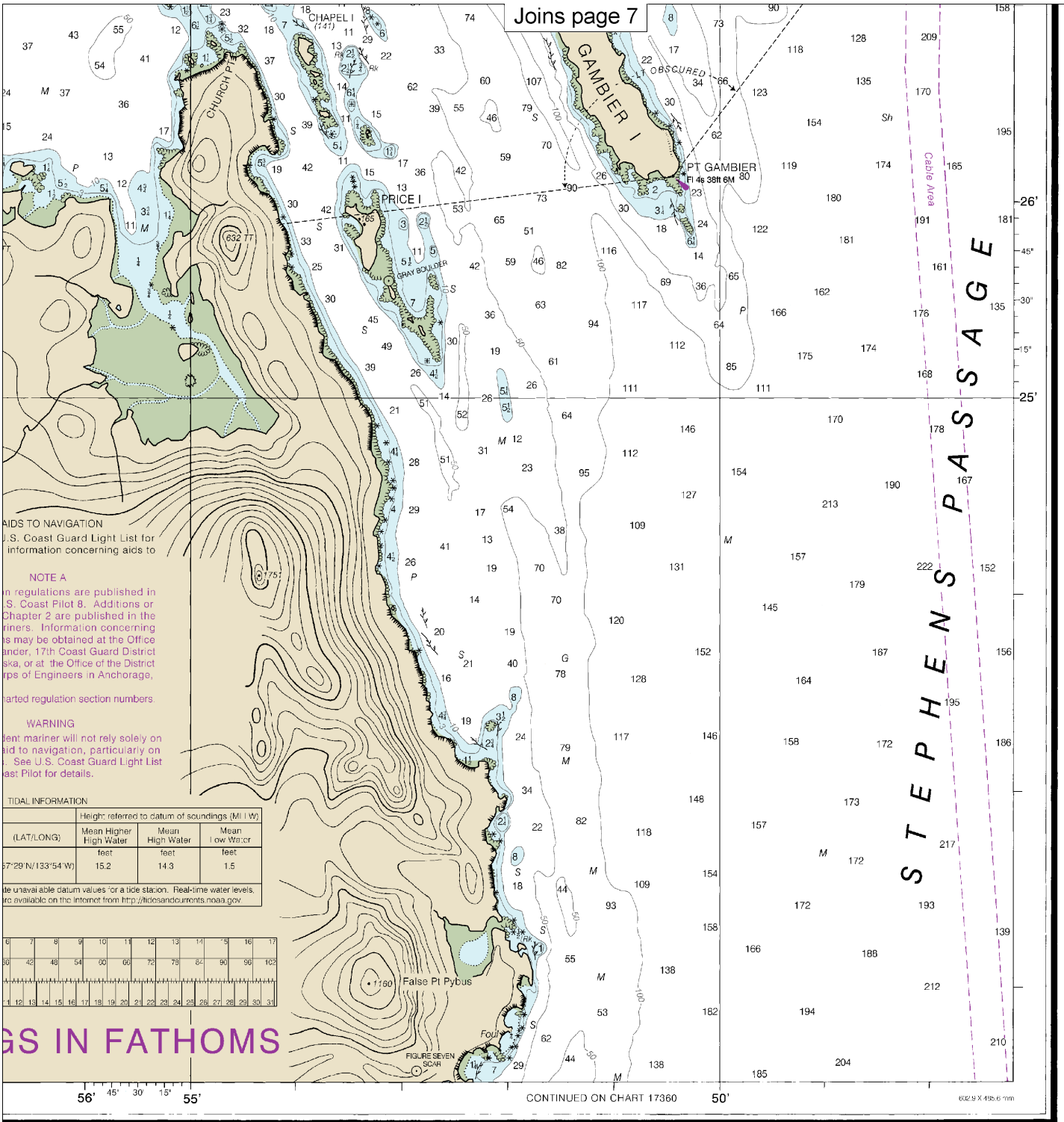
Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN
COAST SURV

Last Correction: 11/12/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



ngton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
N SERVICE
VEY

Gambier Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17362

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker